

THE DELAWARE AND HUDSON RAILROAD BULLETIN



*The
D&H*

JUNE 15, 1932

HANNACROIX CREEK
INDIAN FIELDS, N.Y.

Other Days

*T*HERE is lure in the hours of leisure,
There is rest in the easy chair,
But too, we find through memories,
There were joys in days of care.
We long for the strain and the hurry,
The trail of the mastered miles,
The hearty hail of friends of the rail,
Their "hi-balls" and their smiles.

*There was zest in the rattle and rumble,
The roll and surge and race
And the world that fled as we onward sped
With the sharp wind in our face.
The glowing thrill of the conquered hill,
The lights that marked the ways;
These all return when hearth-fires burn
And we dream of other days.*

—H. S. PRATT.

"The Old"

The
DELAWARE AND HUDSON RAILROAD

CORPORATION

BULLETIN

"The Old"

Patrols "His" Section Daily

Even Though He is Now Officially Retired

EVERY day a man may be seen walking along the track at Fort Ann, N. Y., carefully examining each rail, tie, joint, and spike. He carries none of the tools which would identify him as a regular Maintenance of Way employee, yet his intelligent inspection of the right of way marks him as a person who is well acquainted with track work.

That particular section is almost a part of this self-appointed inspector for he was in charge of its maintenance for 34 years prior to his retirement on pension on July 1, 1931, when responsibility for its care passed into other hands. Since then JOSEPH GRECO, 73-year-old retired foreman has found other interests: his garden, lawn, and social evenings at cards; but all these are secondary to his daily walk along the section he likes to call "his own."

At the age of 26 MR. GRECO left his birthplace, Balbano, Province of Potenza, Italy, to sail for America where, reports had it, a person could not only earn enough money to live, but perhaps return to his homeland some day and spend his declining years in ease and comfort. He therefore bade farewell to his wife and family to embark on the S. S. *Britannia* bound for New York. Twenty-



JOSEPH GRECO

eight days later, after having been battered severely by mountainous waves, the ship limped into port.

For two years after his arrival in a strange land, in which the people spoke a tongue he had never heard before, he worked at Hoboken, N. J. He was then hired by a Delaware and Hudson representative to work in the Saratoga Division Maintenance of Way Department. After two months as a member of an extra gang stationed at Whitehall, under Foreman Thomas Lawlor, he was sent to Fort Ann as a section hand, a position which he held for the ten succeeding years.

Shortly after coming to this country he returned to Italy to bring his wife to the "Land of Promise."

Since that trip he has never seen his birthplace. Now that his working days are over the opportunity again presents itself, and though he would like to go back on a short visit, his interests are so completely centered in his American-born children and their families that he will probably never do so.

When MR. GRECO became foreman at Fort Ann there was but a single track laid with 62-pound rails; today this same section is double-tracked with 130-pound steel rails, rock ballasted. Then there were no automatic signals; now movements

of trains operating on this track are controlled by the latest color light type.

As his sons grew up MR. GRECO took them into his gang to teach them track maintenance work. Raymond came first in 1910 and by 1912 the gang was composed only of members of this one family. For fifteen years thereafter this group, JOSEPH, the father, Raymond, William, Robert, and Frederick Greco, maintained the section. The only interruption came in 1917-1918 when Raymond was in the army.

Five years ago Robert and Frederick dropped out to become guards in the Great Meadows prison at Comstock; later William was transferred to the Transportation Department at Fort Edward where he is still employed. Raymond stayed with his father until the latter retired, and is at present a member of the gang which now maintains what was formerly his father's section.

MR. GRECO points with pride to his record with the company. He states that no member of his gang ever suffered a reportable injury and he has a five year Safety Certificate signed by President L. F. LOREE and Superintendent of Safety J. E. LONG, certifying that none of his men were hurt between 1925 and 1930. No hand or motor car entrusted to him was ever damaged in a collision. Furthermore, in all his 44 years with the company he never lost a day because of illness.

Since his retirement MR. GRECO has lived with his son Robert at Fort Ann. He has three children in addition to the four already mentioned: Anthony, an employee of the Westinghouse Electric Company at Newark, N. J.; Mrs. Samuel Ross of Fort Ann; and Mrs. Ernest Romano, Rutland, Vt.



His Forte

The hostess was pressing her guests to provide entertainment.

"Is there any instrument you can play, Mr. Jenkins?" she asked.

"Not away from home," he replied.

"What do you play at home?" she inquired.

"Second fiddle," Jenkins murmured solemnly.

Thirteen Months

THE plan for a new calendar-year of thirteen months—now definitely under consideration by this and other nations of the world—is being tried out practically by several hundred business corporations in the United States. These concerns have adopted it, temporarily at least, as a basis for their internal accounting and statistical comparisons.

Briefly, the plan is to divide the year into thirteen months of twenty-eight days each; to have each week, each month and each year begin on the same day; to have a new month, "Sol" come between June and July; between Saturday, December 28, and Sunday, January 1, the extra day will be taken care of as "Year Day," a holiday.

From the business point of view the proposed new calendar has certain distinct advantages. It will allow of definite and accurate comparisons between one year and another and between the months, weeks and even the days of the year and those of another—this of course applies to a time when the new calendar shall have covered a number of years. It will simplify the computation of interest, each month being the same length, and it also will simplify other business calculations. These are the chief advantages, and they are considered great enough to counterbalance such minor disadvantages as would be inseparable from a change in calendars while the new calendar was replacing the old.

Opposition to the proposed change, or to any change whatsoever in the present calendar, comes chiefly, and doubtless will continue to come, from religious organizations, notwithstanding the historical fact that our present calendar was a change from previous calendars sanctioned by the head of a religious organization. The churches do not wish to have their feast-days, fast-days and holy-days disturbed even though now they are irregular and as varying as other days in our present calendar. It is possible, however, that religious organizations might come to look with favor upon a proposal which would disturb the days but once and thereafter give them an unchanging place in all the years to come—or at least until another calendar change might be made.

Modern Science

"Do you mean to say that your automobile clock never runs down?"

"Certainly, I always drive to town on a winding road."

Mechanized Farming

Twelve Days' Spading Can be Done in One Hour by Tractor-drawn Plough



THE world's largest industry, agriculture, is at the same time its greatest gamble. The farmer faces uncertainties as to weather, labor conditions, pestilence, markets, and a number of other factors—yet he does not consider himself a gambler.

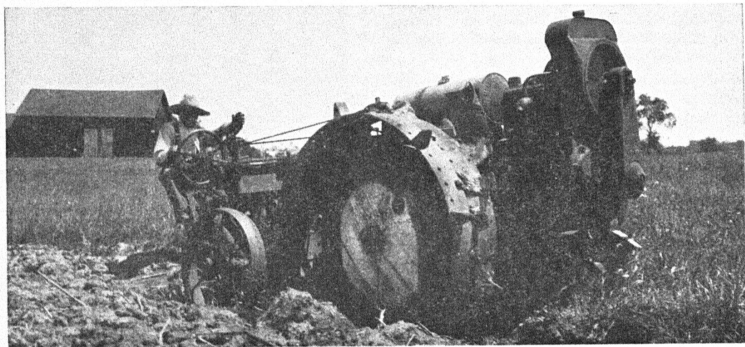
Various scientific and economic efforts have been made in attempting to reduce these hazards. Insect pests have been brought under some degree of control, diversification now helps to stabilize income where some bumper crops create a supply in excess of the market demand, and now power driven machinery minimizes the effects of both labor shortages and bad weather. This last may not be readily apparent since we all know that sun and rain are required for the successful cultivation of practically all crops.

Preparation of the soil, planting, cultivating and harvesting must all be done under favorable weather conditions, and, since the weather varies, the time element becomes of primary importance to the farmer.

In an article, "The New Era in Farming," which appears in a recent issue of *Discovery*, C. S. Orwin points out some rather striking facts concerning the advantages of mechanized farming in England:

"A man with a spade can dig an acre in about twelve days; with a pair of horses and a plough he can do the same work in a day or a day and a quarter; but with a modern tractor and multiple plough he can turn over the soil at the rate of almost an acre every hour. By working in shifts, his power implements can run all the hours of daylight, and they may even be operated in the dark hours of the evening and before the dawn. When it is necessary to work at speed because of the weather or in busy seasons, this control of time is of very great importance.

"By mounting a seed drill on top of a five-furrow plough pulled by a crude-oil tractor, a Wiltshire farmer is able to plough and plant fifteen acres of oats a day, working two shifts of eight hours each. A Hampshire pioneer of power farming was able to cut and thresh 264 bushels of wheat in an afternoon and evening, setting to work with a combine-harvester at 12:30 P. M. after one inch of rain had fallen in the morning. And another Hampshire farmer, who harvests the crops on 250 acres of plough land by power machinery, had garnered his corn in the difficult harvest weather of last Summer and ploughed no less than sixty acres of his stubbles before the middle of the month of September."



New Ideas of All Sorts

INDUSTRY may have slowed its production, business its pace, but there is no slackening of interest among business and industrial men in new and useful products and processes, a fact which is evidenced by the following list of the latest developments in the field of invention:

A new device for cash registers or money drawers looses tear gas when bandits reach for the cash. Similar treatment is given intruders by a new lock for doors, drawers and windows.

Garterless hose, clothing which cannot lose shape and yet gives an easy stretch in every direction, and many other uses are envisaged for a new elastic yarn.

Wooden soles, made flexible by hingeing, distinguish new heat-proof sandals for use while working on hot surfaces.

Sand is screened, blended, aerated and thrown by a new portable, lightweight machine for the foundry.

Rain sometimes forces potato crops to be "mucked" out of the mud. A new power washing machine salvages such crops, washing and drying 2,000 sacks a day.

Coffee, cocoa beans, nuts or cereals are roasted electrically by a new machine. Any temperature desired can be maintained; samples can be taken while roasting is in process.

Doughnut merchandising is given a new twist by a bag with separate sections for doughnuts and sugar.

A new waterproof, comparatively cheap, corrugated fiber board storage and shipping container for meat and other products has been developed for use in coolers, freezers, etc.

Materials in transit on conveyor belts are weighed and count of tonnage kept by a new automatic scale employing a photo-electric cell. A time chart records belt loadings.

A new tank car for hydrogen peroxide shipments is made of a special aluminum. First shipment saved \$900 over the old method of transportation in hundred pound glass bottles.

Metal sponges have been perfected for cleaning tinned, coppered or stainless steel surfaces without scratching.

A screen door by summer, a glassed storm door by winter is provided in a combination all-season, rattle-proof door.

A new type of double-hung, weather-tight window and frame has no weights, cords or pulleys, is especially adapted for narrow trim, and is easily operated.

A new steam radiator valve can be packed while the system is under pressure or vacuum, won't jam in open position.

In a new protected metal, felted materials are cemented to steel with heat and pressure, utilizing metals as adhesives. Saturants to meet the corrosive conditions to which the metal is to be exposed are then applied.

A new cellulose fiber product is finding use as a superior oil and acid absorbent, a greenhouse mulch, a fur-cleaning compound. It is also being tested as a polishing agent.

A new aluminum coating for metal has synthetic resin for a vehicle, contains no natural oils, vegetable acids or gums. It is said to be unaffected by common acids or alkalis.

Close control of frequency of current interruption in line welding and speed of up to 1,800 interruptions a minute are possible with a new thyatron tube timing control.

Timber can be felled and bucked by a new two-man portable power saw. Driven by a small gasoline engine, the unit weighs 73 pounds complete.

A new bituminous paving machine lays 11 to 16 feet of road a minute, completes a mile of surfacing in a ten-hour day. It mixes, lays, spreads and tamps in one operation.

Two new types of low-cost, skidproof, road-mix surfaces for country roads have been announced. Surfacing material is spread and compacted while cold.

A new portable machine tamps the earth under concrete street construction forms, oils their inside faces. Set going along the forms, it runs till stopped.

A new switch, easily attached to the telephone, silences the radio when you lift the receiver to talk, turns it on again when the receiver is replaced. —*Nation's Business.*

Appreciation

Once a caddy asked permission of his employer to take a young friend of his with them over the course. The golfer gave his permission—but he was sorry a little later that he had done so, when he made a perfectly terrible mess of a stroke, and the caddy turned to the other "kid" with:

"There, Bobby, ain't you glad you came with us instead of goin' to the circus?"

Army Officer Inspects Police

Col. J. F. Franklin calls department
"A well equipped, neatly dressed, . . .
and efficient protective force."

LIEUT. Col. John F. Franklin, United States Army, who, accompanied by Col. J. T. Loree, Vice-President and General Manager of The Delaware and Hudson Railroad, and his staff, made the Sixth Annual Inspection of the Police Department in the Troy Armory, Wednesday afternoon, May 18, gave the members of our force a valuable bit of advice, which is applicable in all other departments of railroading also, when he said:

"I find a parallel between the army and your organization. In the army our sentries have orders that, when something develops which is not covered in the book, they should consult the corporal of

the guard. Your orders have the same basic principles: to call the sergeant in charge where possible and to use force only when it is necessary. 'UNDER FIRE' USE COMMON SENSE, COURTESY, AND DISCRETION. The correct application of these principles will get good results for the company and from the individuals with whom you will have to deal.

The balance of Col. Franklin's remarks, made at the invitation of Col. Loree at the conclusion of the inspection, were also complimentary:

"It doesn't take a military man to realize that this is an efficient force. It is obviously well equipped, neatly dressed, and made up of individuals who are intelligent and highly disciplined; all of which go to produce an efficient personnel.

"I think your corporation is to be congratulated on having such a force, so well equipped, and of so high a morale.

"You men are to be congratulated because the high officials of your company take such an interest in your welfare and development—so it is a question of mutual congratulation.

"It has been a pleasure and a privilege to inspect you.

"I have often heard and read of the brutality of the police forces of some corporations, and this is the first time I have had an opportunity to look 'behind the scenes.' My impression of you is very favorable.....

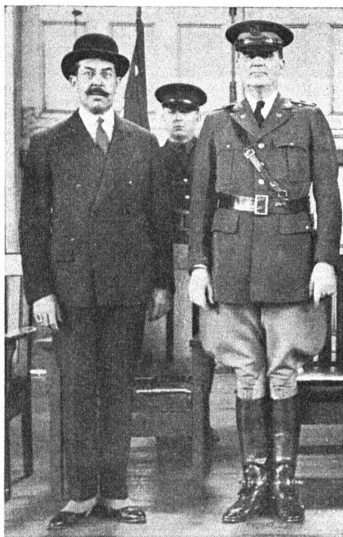
"You have my admiration and my very best wishes."

Col. Loree personally presented the three awards to the winners in the Annual Competitive Rifle and Revolver match, fired on the Rensselaerwyck Rifle Range, May 10.

The "Taber-Loree-Collins" Cup, a silver trophy, was won by PATROLMAN HARRY J. RUSS, of Wilkes-Barre, who earned 357 out of a possible 400-point-total. Second prize, a pair of handcuffs, was awarded to PATROLMAN HARRY A. DARLING, Binghamton; PATROLMAN AMELIO J. FARONE, Oneonta, received the third prize, \$5 in gold.

Twenty-seven men entered in this competition, which included thirty rounds of pistol and fifteen rounds of rifle fire. PATROLMAN J. H. OVERBAUGH, last year's winner, had the highest score, 362, but was ineligible to compete for the cup

Troy Observer-Budget Photo



Col. Loree and Col. Franklin



because of a ruling which prohibits a man's winning it a second time.

As in the five preceding years, approximately 80 officers and patrolmen were assembled for the inspection, leaving only a skeleton force on duty along the line. The group was formed into a provisional battalion of three companies and a machine gun and medical detachment, MAJOR F. A. THIESSEN, Chief of Police, acting as battalion commander and INSPECTOR J. P. ANDRES, as adjutant.

Company "A," equipped with riot guns, was commanded by CAPTAIN WALTER D. FOX. The commanding officers of the other units, equipped with regulation side arms, were: "B" Company, CAPTAIN N. R. HENTZ; "C" Company, CAPTAIN F. J. LEBARON; and the Machine Gun Detachment, LIEUTENANT T. J. CARRICK.

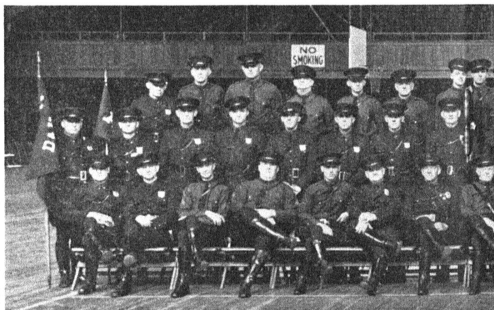
Following a practice drill in the morning, the entire force retired to the armory mess hall where a box luncheon, provided by the management, was served.

Promptly at 1:30 "assembly" was sounded by the bugler, PATROLMAN EARL DIPPRE, in anticipation of the arrival of the inspecting party. Following a battalion review, the men were formed in a column of companies, to present their equipment for a detailed inspection by COL. LOREE's staff, which included, W. W. BATES, Assistant to General Manager; CAPTAIN E. B. GORE; and MAJOR OGDEN J. ROSS. The inspecting officer questioned the patrolmen relative to the care and use of their weapons and leather equipment, and their instructions as contained in the Police Department Manual.

At the conclusion of the parade it was announced that Company "A" had been judged the best drilled of the three companies and the silk pennant, award-

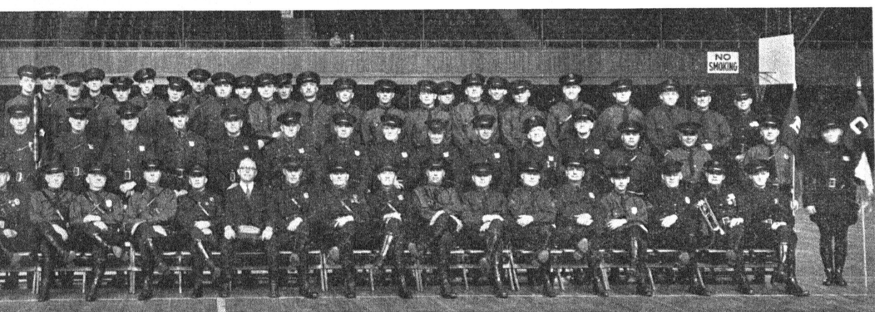


(Upper) Col. Franklin, accompanied by Col. Loree and staff, inspecting members of "B" Company. "A" Company, armed with riot guns, appears at the left. "C" Company and the Machine Gun Detachment are standing "at ease" awaiting





inspection. (Middle) Col. Loree addressing the Police Department following the presentation of marksmanship trophies. (Lower) Informal group photograph taken at the close of the morning's practice drill.



ed for excellence, was transferred to that group's guidon staff where it will remain for the coming year.

COL. LOREE, addressing the members of the department after the marksmanship awards had been presented, told the police officers:

"The inspection here today would indicate that your interest has not only been kept up, but some improvement has been made. Last year I called your attention to the general conditions which would increase the amount of tact which must be displayed by the members of the force. Judging by the reports which have passed over my desk, this has very often been necessary. It would seem that conditions may be even more trying this year.

"I want to impress on everybody the necessity for maintaining good will during this period when the need for it is much aggravated. Therefore my thought is that you must be careful and exercise a great deal of self control as conditions present themselves from time to time.

"I think if you are very careful we will again have a year in which a majority of disagreeable occurrences may be avoided."

Tightwad!

The newly married pair quarreled seriously, so that the wife in a passion finally declared:

"I'm going home to my mother!"

The husband maintained his calm in the face of this calamity, and drew out his pocketbook.

"Here," he said, counting out some bills, "is the money for your railroad fare."

The wife took it, and counted it in her turn. Then she faced her husband scornfully:

"But that isn't enough for a return ticket."

The

Delaware and Hudson Railroad

CORPORATION

BULLETIN

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ALBANY, N. Y.

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No. 12

The Railroads

WHILE the country as a whole, counties, states, cities and towns are spending enormous sums yearly to build and maintain roads, the benefit from which is derived by autos and trucks, the railroads are at the same time paying into their respective territory enormous taxes and at the same time protecting the lives of those who travel by rail. For instance, in one year only four persons were killed on all the trains running day and night on a quarter of a million miles of track in all parts of the country. In a like period, autos and trucks killed off some 30,000 persons who were occupants or pedestrians. In other words,—efficiency vs. gross carelessness.

Upon this question of supporting the railroads, the *Santa Barbara (Cal) News* says:

"One of the outstanding problems before the country is that of restoring prosperity to the railroads. These railway systems, built originally to transport people and their products from point to point, have become so intricately interwoven with the very life arteries of the national existence that all who work or hire, or hope to draw income from savings or investments, are directly and vitally interested in the problem.

"In normal years, according to federal statistics, the railroads purchase approximately 25 per cent of the country's entire output of lumber products, steel and wool. This is equivalent to furnishing employment for one out of every four persons engaged in these three major interests.

"Not only are the railroads as a group the largest purchasers of products of American industry in many fields, but in years of normal activity they

are said to place in circulation approximately \$2,-800,000,000 through distribution of wages.

"It is in the investment field, however, that the interests of the railroads impinge more closely upon the interest of the individual.

"According to the viewpoint of the railroad men, if, through unregulated competition, excessive regulation, or other causes, railroad returns fall permanently below the level necessary to sustain railroad securities and possible huge purchases of materials and supplies, it is apparent that harmful effects will be felt far beyond the ranks of the one and three-quarters million railroad men directly dependent upon railroads for support."—*The Poultney Journal*.



Cycles

THE first speculative orgy on record within fairly modern times was the Tulip Craze in Holland. Between 1630 and 1635 people bought and sold tulips as we now buy and sell stocks, paying as high as \$1850 for a single tulip bulb. When the day of reckoning came, a great part of the then civilized world suffered a very severe depression. Next came the Mississippi Bubble which burst in 1719, and the scheme failed for several hundred million dollars. In 1720 occurred the first stock market panic, resulting from the smash of the South Sea Company. These three disasters have been followed at regular intervals by speculative excesses up to the present day.

Upon a very illuminating background of such facts as these, Mr. C. F. Hirschfeld, Chief of the Research Department of the Detroit Edison Company, discussed the present business depression. During the last 75 years we have seen 22 depressions—approximately one every 3½ years. Eleven of these have been major depressions—roughly one every seven years. People are saying that this is the longest depression the United States has ever experienced, but during the panic of 1873 it was more than five years before recovery even began.

Mr. Hirschfeld's conclusions based upon his facts are convincing: "We talk and we act as though we lived in a world in which there were huge so-called

economic forces, big impersonal forces which were rolling this business machinery up and down, and that we simply have to submit to them. Now I am not prepared to prove that there is no such thing as an impersonal economic force, but I very strongly suspect that what we are talking about are not impersonal forces at all. I very strongly suspect that what we are talking about are the psychological reactions of humanity. Just stop to think of yourself. When you are getting money easily and when everybody around you is optimistic,

when speculation of any sort is prevalent, you pay high prices for land or for stocks until someone says, 'Is this stuff really worth what we pay for it.' Right then the trouble begins. Everything goes down and goes down in proportion to the distance it went up. Finally we wake up, we pull up our belts and go to work and finally work our way out. And after three or four years—that is all it is—we apparently start the same fool thing over again "

—*The Synchroscope.*

Took Scout Training Course

Cobleskill Agricultural School Students and Instructors Get Certificates



AT the Class Day Exercises of the New York State Agricultural School, Cobleskill, April 22, thirty-one members of the student body and four instructors were awarded certificates for having successfully completed a course in Boy Scout Leadership Training, which was given under the direction of The Delaware and Hudson Railroad's National Field Executive, W. D. Macbride. The class was organized at the request of Mr. L. W. Crittenden, director of the school, and the course was presented in five two hour sessions, on successive Wednesday evenings, beginning March 16.

Although there are approximately 90 colleges and universities throughout the country giving accredited courses in Scout Leaders' Training, in addition to 200 non-accredited classes, this is the first instance in a school of agriculture for the express purpose of furnishing scout training to boys who intend to make farming their vocation.

The services of two nationally prominent leaders in the training of young people were enlisted to participate in the instruction of the class. Mr. O. H. Bensen, National Director of Rural Scouting and organizer of the 4-H Clubs throughout the country, came to Cobleskill one evening to conduct a session in scouting in relation to the rural boy. At another meeting Mr. Gunnar Berg, National Director of Volunteer Training, Boy Scouts of America, covered troop organization, the rudiments of scouting, the preparation of troop programs, etc.

The 35 individuals who completed the course reside at widely scattered points in New York State, and will be prepared to take part in Boy Scout activities when they return home subsequent to their graduation from the State School of Agriculture at Cobleskill.

Cars and Signals

EMPLOYEES interested in cars or signaling will find groups of books dealing with various phases of these subjects in the Company's Library. Among the volumes available are:

CAR

- 030 *Car Builders Dictionary and Cyclopedia.*
- 080 *Car Building, Car Shop Practice* (Railway Library).
- 656 *Car Data*, Vol. J-I 1922 to 1924, Vol. II 1918 to 1921, Vol. III 1910 to 1917, Vol. IV 1924 to 1928.
- 360 *Car and Locomotive Painters' Association, Proceedings of Annual Convention* 1912.
- 360 *Car Pooling Plan and Related Subjects, Report of Committee of the American Railway Assn. Analyzing National Security Owners'* Feb. 1, 1923.
- 330 *Car Operation Economics, Increase in*, 1916.
- 621.2 *Car Wheel Investigation.*
- 360 *Master Car Builders Association, Proceedings of Annual Conventions, 1898 to 1917 and 1924 to 1929, inclusive.*

SIGNALING

- 360 *Signal Association, Railway, Digest of Proceedings*, 1905.
- 050 *Signal Engineer, Railway*, 1922, 1923, 1924, 1925.
- 656 *Signaling, Block*, 1891.
- 050 *Signaling, Railway*, 1926, 1927, 1928, 1929.
- 656 *Signaling Systems, Bopp Automatic*, Text for 1912.
- 656 *Standard Rules for Movement of Trains*, Vol. IV of Modern American Railway Practice.
- 080 *Train Operation Practice* (Railway Library).

Stranger Than Fiction

DO you know that last year the world spent more than \$4,157,000,000 on armament in preparation for war? This is 65 per cent more than the nations spent for the same purpose in 1913.

Due to the sweeping incurve of the Southern California coast, Reno, Nevada, is some 100 miles nearer Asia than Los Angeles.

Believe it or not, Cleveland, Ohio, is seven miles farther east than Jacksonville, Florida.

Our common Irish potato originated in the mountains of Peru and Chile, South America.

Contrary to the general belief, the Canary Islands received their name from the Latin word, "Canis," or dog. The canary birds of the islands are green; the yellow variety comes from the cages of German peasants.

The carbon in the air you breathe in an hour's time, if turned into a diamond would be worth \$18,000. Here's a way to get rich.

It seems absurd to ask if the Pacific Ocean is east or west of the city of New York, but at the Chilean port of Arica in South America, the blue waves of the Pacific wash a shore line that lies almost as far east as Portland, Maine.

Panama hats are not made in Panama. Most of the better grades are made by women and children in Ecuador.

"True-false" tests submitted to 1,500 students recently revealed the fact that a person's second guess is likely to be about twice as good as the first one. It pays to think twice before speaking.

The sun is estimated to have 50,000,000 tons of platinum in the form of gas heated to 11,000 degrees Fahrenheit.

Figure This Out

THIS is not a trick question, but plain logic; the answer will appear next month.

A brakeman, fireman, and engineer are employed on a train. On the same train are three passengers with the same names, Robinson, Smith, and Jones, hereafter called "Mr." to distinguish them from the employees.

1. Mr. Robinson lives in Albany.
2. The brakeman lives exactly half-way between Albany and Plattsburgh.
3. Mr. Jones earns exactly \$2,000 per year.
4. Smith beat the fireman at billiards.
5. The brakeman's nearest neighbor, one of the passengers, earns exactly three times as much as the brakeman.
6. The passenger living in Plattsburgh has the same name as the brakeman.

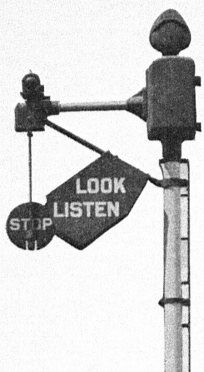
Question: What is the engineer's name?

The Reason

A colored agent was summoned before the Insurance Commissioner:

"Don't you know," said the commissioner, "that you can't sell life insurance without a state license?"

"Boss," said the darkey, "you suah said a mouthful. I knowed I couldn't sell it, but I didn't know the reason."



Poisoning Children

With Household Lye

Dr. Chevalier Jackson, Temple University Hospital,
Philadelphia, Pa.

I WISH you all could have been with me, on my rounds, this morning, at the Bronchoscopic Clinic, Temple University Hospital. I could have shown you dear little children who were sent to us because they were dying of hunger and thirst. Think of it! In this land of plenty!

Let me tell you about some of these sad cases. They are coming and going at the Clinic all the time. There was little Joan; she came in with fearful burns all over her face, and mouth, and tongue, and lips. Saliva was dripping from her mouth and running down her neck; because her tongue pained her so she could not swallow. She had not been able to swallow for 3 days. She had put lye in her mouth thinking it was sugar. It burnt her mouth like a red hot iron and she was very ill. After weeks of work we got her well and restored to her parents, but she nearly lost her life; and we cannot save 100 per cent of these little sufferers. Even in the case of Joan would it not have been better to have prevented the accident? Joan was brought to the Clinic shortly after she burnt her mouth with lye. Now little Jackie had swallowed lye many months before. After the lye burns had healed, his throat closed up with scars so that he could not swallow a drop of water, or a crumb of food. Then he was sent to the Bronchoscopic Clinic, Temple University Hospital, to have his throat opened up so that he might swallow again. It was a pitiful sight to see him sit at the little low, round children's dining table in the ward. All the other children were eating heartily; but poor little Jackie was a sad sight. Saliva and tears streaming down his face and neck. A glass of orange juice was before him; but not one drop

could he swallow. Why? Because his throat was closed by the scars that followed the lye burns. He had eaten lye that looked like sugar and he had found it in the kitchen;—ordinary household lye such as is sold by every grocery store in the land. After months of treatment little Jackie is now taking milk and egg and ice cream; and the orange juice now goes down. We will get him well so that he can eat everything; but it will take months—and, remember we are not able to save 100 per cent of these little children. Some of them are so badly burnt with the lye that they cannot recover.

Then there was the case of little Flossie. When she came in she had not swallowed food or water for days. We gave her a mug of cocoa. She was famished. She tried to swallow it. It went part way down but it came right up again. The passage to the stomach was closed by the scars that followed lye burns. She had swallowed ordinary household lye that she had found in the kitchen among the cans of baking powder and other food stuffs bought at the grocery store.

At this point I should tell you that the grocer was not to blame for selling the lye and mother was not to blame for buying it. I am not going to tell you not to buy lye; or to advise you not to use it; any more than I would tell you not to buy or use an automobile. Automobiles are dangerous! Thousands of men, women, and children are killed every year by automobiles! Motor vehicles are a necessity; but automobile accidents are not necessary. They are preventable. The remedy is not in trying to get along without automobiles, but in preventing accidents in using them. Legislators, police authorities, and everybody all are trying to study out the causes of automobile accidents and the best means of their prevention. It is one of the greatest problems in public safety today. On the other hand the problem of the prevention of lye accidents is quite simple.

Two things are necessary:

FIRST, laws must require that all containers of lye shall be labelled poison. We have such a law in 24 states; it is being faithfully complied with in these states. New York state has no such law

and lye is sold here without an adequate poison label. Dr. J. Sanford Moyer who made a survey for me found some packers put a skull and crossed bones on the label while other packers put the word poison in very small letters. Remember we do not ask for a law forbidding the manufacture or the sale of lye; it is a useful and important product. All that we ask is that when sold, in the grocery store or elsewhere, the fact that it is a POISON should be CONSPICUOUSLY printed. No one reads the small print on insurance policies or lye cans.

SECOND, the danger sign being on the can the next thing is to educate everybody to the fact that lye is a poison and must be kept out of the reach of children.

Now I am sure that if you will all go out to your kitchens many of you will find a can in the cupboard, and not a few of you, will find the lye can on the lower shelf right where the children could get it. You would not leave carbolic acid, or arsenic, or "Rough on Rats" in the kitchen; and yet lye has killed more children than were ever killed by carbolic acid, or arsenic, or "Rough on Rats." Lye is a POISON and should be kept out of the reach of children.

Trouble-proof

A HARASSED looking man boarded the train. He had two small boys with him, one was six and the other was eight, who wouldn't stay put very long. They were up and down the aisle, stumbling over other passengers' feet and having a field day for themselves.

By and by some of the passengers complained to the conductor, and the conductor went back to the father and said, "I am sorry, sir, but your children are annoying some of the passengers. Will you be good enough to watch after them?"

So the father tried, and it lasted about ten minutes, and then the boys began romping up and down the aisle again.

The conductor was short-tempered, and on a second complaint, said, "I am warning you now. I want no more complaints else I will make trouble for you."

"Is that so?" said our harassed hero. "Is that so? Well, let me tell you something. Just before I got on this train I sent my wife to the hospital. I am going to visit my mother-in-law. The small boy here just lost my wallet and the big one chewed up my railroad ticket. On top of that, I am on the wrong train. You can't make trouble for me!"

To My Children

CHILDREN mine, Oh, children mine,
In my heart I thee enshrine.
And I pray that I may guide
And protect, whate'er betide,
Your first steps as out you go
On Life's rushing ebb and flow.
Help your little, straying feet
Should they miss the trodden beat.

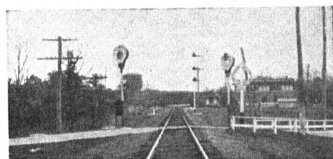
Children mine, you cannot see
Why, sometimes, I chastise thee;
Later you will understand
That which now brings reprimand,
And as you get on in years,
There'll be smiles and there'll be tears;
Little troubles, little woes,
As life's current onward goes.

Life is as a stream that flows
Ever onward and it goes
As one makes it; some are brooks,
Flowing on through shady nooks,
Purling, bubbling on their way,
Singing, laughing all the day;
Tumbling on with naught to do
Playing all the whole day through.

Others work from day to day
Driving wheels along the way,
Working on from sun to sun
'Till their hard worked course is run.
Pushing here and striving there
Helping, working everywhere,
Broad'ning out and quietly
Working onward to the sea.

May your lives be as both streams;
Not the one that idly dreams
On its way, nor as the one
Working on from sun to sun;
But as both, to work and play,
Laugh and help along the way,
Broaden, deepen constantly
'Till you reach your destiny.

—C. S. W.



Clicks from the Rails

Twenty-four Hour Clocks

Reference to the 24-hour watch dial is made in western Canada by both the Canadian Pacific and Canadian National, in working time tables only, to eliminate the use of "A. M." and "P. M." Out there distances are so great that a train starting from one point may travel for three days before it reaches its destination, and the 24-hour system therefore simplifies train operating methods. Watches and clocks have numerals from 1 to 24 as well as the conventional 1 to 12 indications. So great has been the influence of this railroad practice that it is not uncommon to hear persons not connected with the carriers using it as freely as rail-
roaders.



Best (?) Model Engine

A working model of a Boston and Maine Pacific-type steam locomotive, built by Superintendent Charles T. Robbins of the Markem Machine Company, Keene, N. H., has been pronounced one of the best ever constructed. In addition to a real boiler, it has reverse control, bell, air couplings, headlight, marker lamps, safety devices, and other unusually accurate parts. The engine was constructed as an exhibit to have on the speaker's table at the Keene Rotary Club when that organization was entertaining a railroad man as guest-speaker.



Agent Given Pig

Two bird dog puppies arrived at Summerton, S. C., via Railway Express, one afternoon, several days before the consignee had expected them. Agent H. Cain had no way of notifying the owner until the next day, but, being a lover of dogs, Mr. Cain delivered the puppies after working hours. To express his appreciation of the unusual service the patron went out to his barn and brought back a gift for the agent, a "nice pig!"

Engine Helps Make Cheese

While one of the boilers in the Kraft-Phenix Beaver Dam cheese plant was being cleaned one Sunday morning, the second boiler broke down. It happened so late at night that it was impossible to set up the spare boiler in time to start operations at 4:30 A. M. as usual. After all other possible emergency measures had been discarded, the manager telephoned Milwaukee Superintendent H. R. Ruth, who sent a locomotive posthaste to the cheese plant, its boiler was connected with a steam pipe, and the manufacture of cheese continued without interruption.



Split Pea Statistics

According to an official of the Chamberlain Bean Company of Port Huron, Mich., a carload of split peas recently delivered in Boston by the Boston and Maine, contained sufficient split peas to make 2,500,000 bowls of soup, a quantity sufficient to fill 25 tank cars. Furthermore the 125,000 pounds of peas in this car contained 30,750 pounds of protein, 77,700 pounds of carbohydrates, 1,250 pounds of fat, 201,000,000 calories, and 8 different kinds of minerals, all of which is a pretty fair load for a single freight car to carry.



Dog Saves Baby

Approaching Emporia, Kan., one day, M-K-T engineman F. E. Olodgio noticed a dog frantically jumping about on the track some distance ahead. Suspecting that something might be wrong, he reduced his speed and a few seconds later discerned a red object between the rails. He stopped his train and found a baby, clad in a red sweater, who had wandered on to the tracks and fallen down. After the child had been restored to its grateful parents at a nearby farmhouse, the train proceeded to make up the time lost in the stop.

Scholastic Family

G. W. Evans, section foreman on the M-K-T in Texas, is the proud father of seven children, all of whom have been or are being well educated despite the fact that he has never earned more than \$2,000 a year. One son is a member of the faculty at Princeton, another is a construction engineer, and a third boy, after graduating from business college, was employed by the Gulf Refining Company. His two other boys are still going to school at Elgin, Tex. Two daughters are already engaged in school teaching, while the eighth member of the family, also a girl, is now attending Teachers' College at San Marcos, Tex. With characteristic reticence, Mr. Evans, while proud of his children, credits his wife with all the sacrifices necessary to educate them.



Trucks in Trouble

A phase of law enforcement which may bring some traffic back to the railroads was recently pictured in the *Illinois Central Magazine*. The illustration showed four trucks recently captured by Sheriff J. R. Williams while moving through Choctaw County, Mississippi, in alleged violation of law. They were lined up in front of the courthouse at Ackerman, Miss., and held there until the proper licenses were produced covering the size of the loads they were carrying.



Expert on Stamps

An interesting article about postage stamps of the old Confederacy, written by H. L. Fell, Chief Clerk in the Central of Georgia's Passenger Traffic Department, recently appeared in the *Savannah Press*. One of the many interesting statements in Mr. Fell's article was that during the early years of the Confederacy its local postmasters printed and sold stamps. Today some of these rare old issues are valued as high as \$3,500.

Vacation

*I*T seems to me I'd like to go
Where bells don't ring, nor whis-
tles blow;

Where clocks don't strike, and gongs
don't sound.

And I'd have stillness all around;
No real stillness, but just the trees'
Low whispering, or the hum of bees,
Or brooks' faint babbling over stones
In strangely, softly tangled tones,
For when it comes to getting rest
I like the country lots the best.
Sometimes it seems to me I must
Just quit the city's din and dust
And get out where the sky is blue;
And say, how does it seem to you?

—EUGENE FIELD.